

234 SUPERPAVE ASPHALT BASE.

(REV 12-19-01) (FA 1-4-02) (7-02)

PAGE 192. The following new Section is added after Section 230.

**SECTION 234
SUPERPAVE ASPHALT BASE**

234-1 Description.

Construct a base course composed of Superpave Asphalt Concrete designated as Type B-12.5, using the QC 2000 acceptance system as defined in these Specifications. The Contractor may use a Type SP-12.5 mixture, (Traffic Level B or C) in lieu of a Type B-12.5.

234-2 Materials.

234-2.1 General: Use materials that conform to the requirements of Division III. Specific references are as follows:

Superpave PG Asphalt Binder or Recycling Agent.....916-1, 916-2
Mineral Filler 917-1 and 917-2
Coarse Aggregate, Stone, Slag or Crushed Gravel..... Section 901
Fine Aggregate..... Section 902

234-3 Mix Design.

Unless otherwise specified, design the mix such that all requirements for a Type SP-12.5, Traffic Level B or C mixture as specified in Section 334, are met.

234-3.1 Restricted Zone: Design the mix such that the gradation passes above the restricted zone specified in 334-2.3 for Type SP-12.5.

234-3.2 Aggregate Consensus Properties: Meet the aggregate consensus properties at design as specified in 334-2.4. Meet the criteria specified for a depth of top of pavement layer from surface of greater than 4 inches [100 mm].

234-3.3 Reclaimed Asphalt Pavement (RAP): RAP may be used as a component material of the asphalt mixture provided the requirements of 334-2.5 are met.

234-4 Revision of Mix Design.

Meet the requirements of 334-3.3.

234-5 Contractor's Quality Control.

Meet the requirements of 330-2 and 334-6.

234-6 Acceptance of the Mixture.

234-6.1 Acceptance at the Plant: Meet the requirements of 334-4 and 334-7.

234-6.2 Acceptance at the Roadway: Meet the requirements of 334-5, with the following exceptions: Density determinations will not be required on base widening strips 5 feet [1.5 m] or less in width, nor on the initial layer of base placed on a soil subgrade. In these situations compact the base in accordance with the rolling procedure (equipment and pattern) approved by the Engineer. Use the permissible variations from longitudinal and transverse grades as specified in 200-7. The pay factor for LOTs where there are areas not requiring density testing will be prorated based on a pay factor of 1.00 for the tonnage of material in areas not requiring density testing and the actual pay factor for the tonnage of material in areas requiring density.

234-7 Plant, Methods and Equipment.

Meet requirements of Section 320, with the following modifications:

234-7.1 Paving Equipment: A motor grader may be used to spread the first course of multiple course bases when the subgrade will not support the use of a mechanical spreader. The Engineer will not require mechanical spreading and finishing equipment for the construction of base widening strips less than 6 feet [1.8 m] in width.

234-7.2 Compaction Equipment: In areas where standard rollers cannot be accommodated, vibratory rollers supplemented with trucks, motor graders, or other compaction equipment approved by the Engineer may be used.

234-8 Construction Requirements.

234-8.1 General: Meet the General Construction Requirements of Section 330, with the following modifications:

234-8.1.1 Temperature Limitations: Spread the mixture only when the air temperature is at least 40°F [4°C] and rising. Do not place the material on frozen subgrade.

234-8.1.2 Tack Coat: Unless otherwise authorized by the Engineer, apply a tack coat between successive layers of base material.

234-8.1.3 Thickness of Layers: Construct each course in layers not to exceed 3 inches [75 mm] compacted thickness.

234-9 Thickness Requirements.

234-9.1 General: When the Department pays for the pavement on a square yard [square meter] basis, the Engineer will determine the thickness of the asphalt base based upon the spread rate of the material. The minimum spread rate for the total thickness shall be established from the plan thickness in the following manner: 43.05 lbs/sy multiplied by the maximum specific gravity of the mix (as indicated on the mix design) for every one inch [9.2 kg/m² multiplied by the specific gravity for every 10 mm] of desired thickness, or as determined by the Engineer. The weight of the mixture shall be determined as provided in 320-2.2 (including the provisions for automatic recordation system).

The spread rate for each individual layer shall be established by the Engineer. The minimum layer spread rate shall be 43.05 lbs/sy multiplied by the maximum specific gravity of the mix (as indicated on the mix design) for every one inch [9.2 kg/m² multiplied by the specific gravity for every 10 mm] of desired thickness.

234-9.2 Spread Rate Tolerance: Control the average spread rate on a daily basis to within ∇ 5% of the target spread rate for the individual layer(s) established by the Engineer. When the average daily spread rate is outside this tolerance from the target, adjust the spread rate to the required value established by the Engineer. The Engineer will periodically verify the spread rate at the job site during the paving operation.

234-9.3 Allowable Deficiencies: The Engineer will allow a maximum deficiency from the specified spread rate for the total thickness as follows:

1. For pavement of a specified thickness of 2 1/2 inches [60 mm] or more: 50 lbs/sy.
2. For pavement of a specified thickness of less than 2 1/2 inches [60 mm]: 25 lbs/sy.

234-9.4 Pavement Exceeding Allowable Deficiency in Spread Rate: Where the deficiency in spread rate for the total thickness is: (1) in excess of 50 lbs/sy for pavements with a specified thickness of 2 1/2 inches [60 mm] or more, or (2) in excess of 25 lbs/sy for pavements with a specified thickness of less than 2 1/2 inches [60 mm], the Engineer may require removal and replacement at no cost or may require a correction as specified in 234-9.5. The Engineer may require the Contractor to core the pavement for thickness in order to determine the area of pavement with deficient thickness.

As an exception to the above, the Contractor may leave pavement outside the main roadway in place without compensation when the Engineer allows, even though the deficiency exceeds the tolerance as specified above.

The Department will not compensate the Contractor for any pavement removed or for the work of removing such pavement.

234-9.5 Correcting Deficiency by Adding New Surface Material: In the event the total thickness as determined by the spread rate is excessively deficient as defined above and if approved by the Engineer for each particular location, correct the deficient thickness by adding new surface material, and compacting it to the same density as the adjacent surface. The Engineer will determine the area to be corrected and the thickness of new material added. Perform all overlaying and compacting at no expense to the Department.

234-10 Method of Measurement.

The quantity to be paid for will be the plan quantity. The pay area will be adjusted based upon the following formula:

Pay Area = Surface Area (Project Average Spread Rate/Specified Spread rate for the Total Thickness).

Where: The project average spread rate is calculated by totaling the arithmetic mean of the average daily spread rate values for each layer, and the specified spread rate for the total thickness is based upon the plan thickness converted to spread rate as defined in 234-9.1.

The pay area shall not exceed 105% of the designed surface area.

234-11 Basis of Payment.

Prices and payments will be full compensation for all work specified in this Section, including the applicable requirements of Sections 320, 330 and 334. The bid price for the asphalt mix will include the cost of the liquid asphalt binder or the asphalt recycling agent. For the calculation of unit price adjustments of bituminous material specified in 9-2.1.1, the average asphalt binder content of the base mixes to be used in these calculations is set at 6.25%.

Payment will be made under:

Item No. 285-7 - Optional Base – per square yard.

Item No. 2285-7 - Optional Base – per square meter.